

**HONDA**  
**AMERICAN HONDA MOTOR CO., INC.**  
1919 Torrance Boulevard • Torrance, CA 90501-2746  
(310) 783-2000

00V-403 (a)

December 8, 2000

Mr. Kenneth Weinstein,  
Associate Administrator  
Office of Safety Assurance  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION  
400 Seventh St., S.W.  
Washington, DC 20590

RECEIVED  
ON DEC 11 PM 3:02  
OFFICE OF  
DEFECTS INVESTIGATION

Dear Mr. Weinstein:

On November 21, 2000, Honda Motor Co., Ltd. (HMC) determined that a safety-related problem exists due to potential for a clutch failure in all 2000 model year and certain 2001 year Honda CBR929RR motorcycles. The following information is submitted pursuant to the requirements of 49 CFR 573.5.

**573.5(c)(1)**

**Name of manufacturer:** Honda Motor Co., Ltd. (HMC)

**Manufacturer's Agent:** William R. Willen  
American Honda Motor Co., Inc. (AHM)  
1919 Torrance Blvd.  
Torrance, CA 90501-2746

**573.5(c)(2)**

**Identification of potentially affected vehicles:**

<u>Make/Model</u>	<u>Description</u>	<u>VIN/Dates of Manufacture</u>
Honda CBR929RR	All 2000 model year	JH2SC440*YM000001 to JH2SC440*YM005767 Sep. 13, 1999 to June 15, 2000
		JH2SC441*YM000001 to JH2SC441*YM000748 Oct. 28, 1999 to May 11, 2000
	Certain 2001 model year	JH2SC440*1M100001 to JH2SC440*1M103117 July 7, 2000 to November 1, 2000
		JH2SC443*1M100001 to JH2SC443*1M101160 July 10, 2000 to November 28, 2000
		JH2SC441*1M100001 to JH2SC441*1M100434 August 11, 2000 to October 12, 2000
		JH2SC444*1M100001 to JH2SC444*1M100128 October 25, 2000 to November 28, 2000

00K-403 (2)

**Description of the basis for the determination of the recall population:**

The affected motorcycles were equipped with a newly designed clutch outer and did not use a clutch judder spring. Preceding models were equipped with a clutch outer of a different design and used a judder spring. Vehicles manufactured after the affected vehicles will be equipped with a redesigned clutch outer and a judder spring.

The affected motorcycles were also equipped with a newly designed clutch lift lever. Preceding models were equipped with a lifter lever of a different design. Vehicles manufactured after the affected vehicles will be equipped with a redesigned lifter lever.

573.5(c)(3)

**Total number of vehicles potentially affected:** 8,696

573.5(c)(4)

**Percentage of affected vehicles that contain the defect:** Unknown

573.5(c)(5)

**Defect description:**

**Summary**

Under certain high stress conditions, the clutch could fail and in the worst case cause the rear wheel to lock-up, the engine to stop, or engine oil leakage from the damaged crankcase.

**Detail**

When the clutch lever is released to the friction point, but the lever is not completely released to fully engage the clutch (slipping the clutch), strong clutch disk judder may occur at the higher engine rpm used for rapid or racing-type starts. The stress created by this strong judder can cause the clutch outer to fail. (See attached drawing and photograph.) Typical failure results in several large sections cracking and eventually separating from the clutch outer. These separated pieces of the clutch outer could potentially, depending on their unpredictable migration paths, cause the rear wheel to lock, the engine to stop or engine oil leakage from the crankcase.

Additionally, the clutch lift lever shaft does not have sufficient strength and may fail when the clutch is applied. (See attached drawing.) Stress concentration at the machined end of the shaft can cause the shaft to crack or break. As a result, the rider would not be able to disengage the clutch.

00V-403 (03)

573.5(c)(8)

**Chronology:**

July 19, 2000	HMC received a report from Italy indicating a clutch outer failure and initiated an investigation.
Sept. 6, 2000	HMC received a report from France indicating a clutch lifter lever failure and initiated an investigation.
Aug. 24, 2000	HMC received the first report of clutch outer failure from the U.S. market.
Oct. 31, 2000	HMC received the first report of clutch lifter lever failure from the U.S. market.
Nov. 13, 2000	Both of the investigations were completed.
Nov. 21, 2000	HMC determined that a safety-related problem exists.

573.5(c)(8)(i)

**Program for remedying the defect:**

The owners of all affected vehicles will be notified by mail and asked to take their motorcycle to an authorized Honda dealer. The dealer will install a clutch kit that includes a redesigned clutch outer, judder spring and other parts intended to reduce stress on the clutch, free of charge. The dealers will also be instructed to install a new, redesigned clutch lifter lever.

573.5(c)(8)(ii)

**The estimated date to begin sending notifications to owners:** Jan. 8, 2001

**The estimated date to begin sending notifications to dealers:** Dec. 22, 2000

**The estimated date of completion of the notification:** Jan. 8, 2001

573.5(c)(9)

**Representative copies of all notices, bulletins and other communications:**

A copy of the dealer service bulletin and text of the final customer notification letter will be submitted to your office as soon as possible.

00K-403(04)

573.5(c)(10)

**Proposed owner notification letter submission:**

A draft of the owner notification letter is enclosed.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.



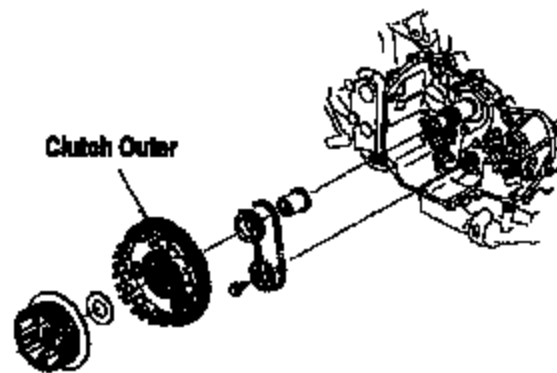
William R. Willen  
Managing Counsel  
Product Regulatory Office

WRW:ke

Enclosure

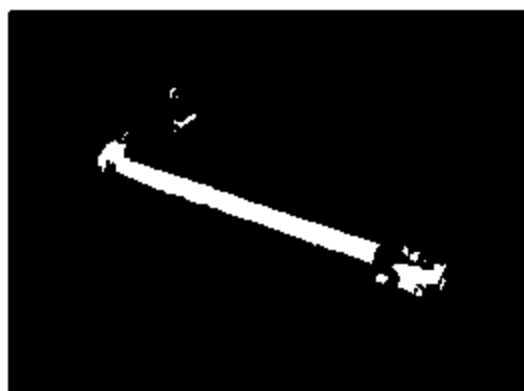
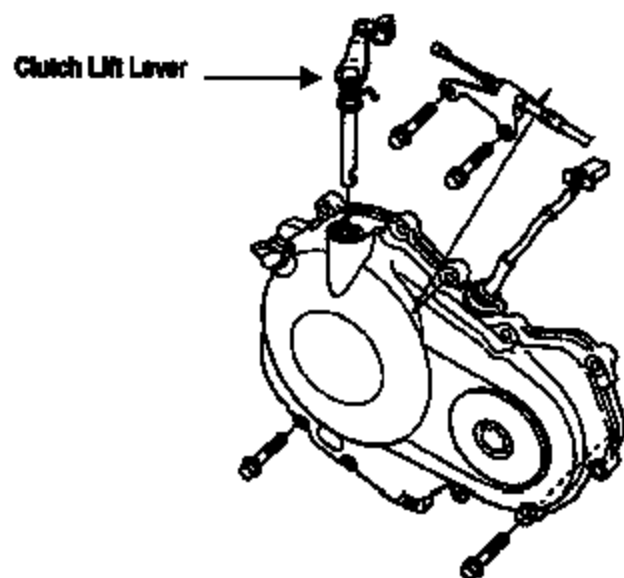
2000-2001 Honda CBR929RR Clutch Recall

**CLUTCH OUTER ILLUSTRATIONS**



00R-403(06)

## CLUTCH LIFT LEVER ILLUSTRATIONS



January 2001

00K-403 (07)

**DRAFT**

**IMPORTANT SAFETY RECALL NOTICE**

Dear CBR929RR Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

**What is the reason for this notice?**

Honda Motor Co., Ltd. has determined that a defect relating to motor vehicle safety exists in all 2000 and certain 2001 model year CBR929RR motorcycles.

When the clutch lever is released to the friction point, but the lever is not completely released to fully engage the clutch (slipping the clutch), strong clutch disk judder may occur at the higher engine rpms used for rapid or race-type starts. The stress created by this strong judder can cause the clutch outer to fail. Typically, this failure results in several large sections cracking and eventually separating from the clutch outer. If this occurs, the outcome would depend on the path of the separated pieces.

- Rear wheel lock-up is possible, if a broken piece is caught in the primary drive gear. You may not be able to disengage the clutch.
- The engine could lose primary ignition and stop suddenly, if a broken piece damages the pulsar rotor.
- Engine oil could leak from the crankcase, if a broken piece(s) is forced through the crankcase. The spilled oil could cause the rear wheel to lose traction and the motorcycle to crash.

Additionally, the clutch lift lever shaft does not have sufficient strength, and stress concentration at the machined end of the shaft can cause the shaft to crack or break when the clutch is applied. As a result, the rider would not be able to disengage the clutch.

**What should you do?**

Call any authorized Honda motorcycle dealer and make an appointment to have your CBR929RR repaired. The dealer will install a clutch kit that includes a redesigned clutch outer, judder spring, clutch lifter lever, and other parts intended to reduce stress on the clutch. *This work will be done free of charge.* Parts are now available. Although this repair takes about an hour, please plan to leave your motorcycle for at least half a day to allow the dealer flexibility in scheduling.

Do not perform rapid, high-rpm starts until your CBR929RR has been repaired.

Sudden lock-up of the rear wheel, unexpected engine stopping or loss of traction at the rear wheel could result in a crash in which you could be seriously hurt or killed.

**Who to contact if you experience problems.**

If you are not satisfied with the service you receive from your Honda dealer, you may write or call:

American Honda Motor Co., Inc.  
Motorcycle Customer Support  
Mail Stop 100-4W-5B  
1919 Torrance Blvd.  
Torrance, CA 90501-2746  
(310) 532-9811

00K-403 (28)

If you believe that American Honda or the dealer has failed or is unable to remedy the defect in your vehicle, without charge, within a reasonable period of time (60 days from the date you first contact the dealer for a repair appointment), you may submit a complaint to:

Administrator  
National Highway Traffic Safety Administration  
400 Seventh Street, SW  
Washington, DC 20590

Or call NHTSA's toll-free Safety Hotline at (888) 327-4236.

**What to do if you feel this notice is in error.**

This notice was mailed to you according to the most current information we have available. If you no longer own this motorcycle, or if some information in this notice is incorrect, please fill out and return the included, postage-paid *Information Change Card*. This will help us to update our records.

**If you have questions.**

If you have questions about this notice, please call Motorcycle Customer Service at (310) 783-3772. You can also call that number if you need assistance to contact a Honda dealer or you can visit our Web site at [www.hondamotorcycle.com](http://www.hondamotorcycle.com) and click on "find a dealer."

We apologize for any inconvenience this may cause you.

Sincerely,  
**AMERICAN HONDA MOTOR CO., INC.**  
Motorcycle Division